

SECTION II
NAVIGATION PUBLICATIONS

NM 29/99

SAILING DIRECTIONS CORRECTIONS

PUB 140 **1 Ed 1997** **LAST NM 20/99**

Page 185—Line 48/R; insert after:

Dover Strait Reporting System.—CALDOVREP, a mandatory reporting system under SOLAS regulations, has been established (1999) in a 65-mile stretch of the Dover Traffic Separation Scheme (TSS).

In order to enhance safe navigation, shore based facilities at Gris Nez Traffic and Dover Coastguard will monitor shipping movements and provide advise and information pertaining to navigational hazards and weather conditions.

The following vessels are required to participate in the system:

1. All vessels over 300 grt.
2. All vessels 300 grt and under when either:
 - (a.) not under command or at anchor in the TSS or its ITZ.
 - (b.) restricted in ability to maneuver.
 - (c.) having defective navigational aids.

The reporting system area is bound to the E by a line extending between North Foreland Light (51°23'N., 01°27'E.) and the France/Belgium border (51°05'N., 02°33'E.); and to the W by a line extending from the Royal Sovereign Tower through Bassurelle lighted buoy (50°33'N., 00°58'E.) to the coast of France.

Vessels should report as follows:

1. NE-bound traffic—to Gris Nez Traffic on VHF channel 13 when 2 miles prior to crossing the SW system limit line.
2. SW-bound traffic—to Dover Coastguard on VHF channel 11 when within VHF range of North Foreland and not later than when crossing the NE system limit line.
3. When departing from a port within the ITZ of the TSS.

Special reporting arrangements can be made on a ship-by-ship basis, subject to approval by both system traffic stations.

Reports should be made by VHF. However, when reporting to Dover Coastguard, vessels may fulfill the reporting requirement of CALDOVREP through the use of automatic ship identification (AIRS) transponders.

Reports to the traffic stations must include the following:

Designator	Information Required
A	Name, call sign, IMO identification or MMSI number for transponder reports.
C or D	Position.
E or F	Course and speed.
O	Draft.
L	Route information.
P	Hazardous cargo, class and quantity.
Q or R	Breakdown, damage and/or deficiencies affecting the structure, cargo, or equipment of the vessel or any circumstances affecting normal navigation in accordance with SOLAS and/or MARPOL conventions.

(BA NM 19/99, Section VI)

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PUB 191 **8 Ed 1996** **LAST NM 20/99**

Page 123—Lines 39 to 42/R; read:

Note.—For information concerning the MARSEP and CALDOVREP reporting systems, see Pub. 140 (Planning Guide) North Atlantic Ocean, Baltic Sea, North Sea, and the Mediterranean Sea.

(BA NM 19/99, Section VI)

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